THE VALKYRIE IN FAULT.

WHY LORD DUNRAVEN'S YACHT WAS DISQUALIFIED.

The New York Yacht Club's Regatta Committee in Their Annual Report Compictely Disprove the Irish Earl's State. ments Regarding the Positions of the Yachts and the Events Leading Up to the Foul on Sept. 10 Last-Two Interest. ing Photographs Showing the Positions of the Yachta Immediately After the Accident Substantiate the Committee's Ruling-What Lord Dunraven's and Mr. Iselin's Representatives Have to Say,

The New York Yacht Club's Regatta Committee, consisting of S. Nicholson Kane, Chester Griswold, and Irving Grinnell issued their long expected report yesterday. In it, after giving a summary of the races held by the club last summer, they take up the races for the America's Cup and discuss them in detail.

The committee, as is well known, disqualified the Valkyric, and no one, after reading the evi-dence and giancing at the photographs, can doubt for a moment that their decision was a

Lord Dunraven, in his statement, which is annexed, is convicted out of his own mouth, so to

speak, for he says:
"After clearing the steamer, Valkyrie held her course for a little, then luffed, pointing a little to windward of the committee boat for a few moments, then kept away, so as to cross the line well clear of the committee boat. De-fender, after clearing the steamer, held the same course as Valkyrie for a little, then luffed, and would, if she had kept that course, have passed considerably to windward of the committee boat. I judged she was going for my weather quarters. She then kept hard away, then luffed again and fouled Valkyrie. Neither

vessel had sheets in." What Lord Dunraven claims could not have occurred, for it was simply impossible for the Defender, which was to leeward and behind, to bear down on the Valkyrie to foul her, while it was easy for the English cutter, the leading boat, to luff up and then bear down on the Derender, which was what really occurred. Accerding to Mr. Henderson, Lord Dnnraven's representative on the Defender, "Mr. Iselin several times told Capt. Haff to keep his

The Defender being the leeward boat, and be hind, had a perfect right to luff all she wished to, providing the Valkyrie had room to cross the line, and all the testimony and photographs go to show that she had. On the other hand, all the evidence goes to show that the Valkyrie. either because she had reached the line to soon, or because she wished to blanket the Defender, went too far, and as she straightened out for the line her boom struck the American racht's weather shrouds.

The two photographs in the report which are

republished in THE SUN show conclusively that the Valkyrie had plenty of room to clear the ommittee steamer, Lord Dunraven's statements to the contrary notwithstanding.

The committee, in a note referring to these

photographs, which are marked "B" and "C."

eny:
"It has been proved that B was taken before C: from which it follows that B shows how far Defender was from the committee boat when within less than five seconds after the foul. In other words, B practically gives Defender's ton when the vessels fouled; and it is given in answer to Valkyrie's claim that she had not been left sufficient room between Defender and the committee boat at the time the foul oc-

The committee's report follows: OUTLINE OF CONDITIONS.

"It was agreed between Valkyrie and the Cup Committee that the match would consist of best three out of five races, over two courses windward or leeward and return, and the other once around a triangle ten miles to a leg. The start was to be made from Sandy Hook Lightship; but when the direction of the wind would not permit laving the first course from the lightship, the start was to be made further out. The preparatory period was 10 minutes, and 2 minutes were allowed to cross the line. The Regatta Committee could postpone a race on account of fog; they could also postpone the start until 1 P. M., with the assent of both contestants; and from 1 to 3 the matter was left to their discretion; but no race was to be started later than 3 o'clock, the time limit for limitations, it was obligatory on the committee to make the preparatory signals at 10:50 and the start at 11. Reasonable time was to be allowed for the repair of accidents prior to the preparatory signal, and in case of accidents ocbe given for their repair before the next race was started. But from the time of making the preparatory signal the racing rules applied and the race was on, with all of its responsibilities and obligations.

COURSES, &C. "The starting points were well out at see and as the courses were laid seaward, they were 'ocean courses, outside of headlands,' as called for by the deed. The turning points were floats carrying a 14x10 foot red flag, with horizontal white stripe, on a 16-foot pole. Each that was marked by a two-masted tug showing on 8-foot red ball swung from the triatic stay. from 45 to 50 feet above the water. To distinguish them from other tugs, these marking tugs (which were among the largest and most powerful ocean tugs on the United States coast) were instructed to fly no flags unless a float were wrecked, in which case the tug marking it would take its place and display the club burgee in

"The courses were laid by Lieut. C. McR. Window, U. S. N. (N. Y. Y. C.), in charge of the ocean tug Edgar Luckenbach. In order to reduce the chance of error in laying out the Cottman, U. S. N., took the tug to the lower bay on Sept. 6 and adjusted her compasses by swinging her on channel ranges, using a pelorus. He also compared the New York Yacht Club's patent log, which he accepted as a standard, with the tug's log, and found that they differed by '5-100 of a knot in a six-knot run.' Y. Y. C.'s log and the deviation tables obtained from swinging the tug were used in laying the courses. On Sept. 10 (triangular course) Mr. Winslow set the first float and remained to rark it until relieved by Lieut. Henry Morrell, U. S. N. (N. Y. Y. C.), who had assisted in patrolling the start and the earlier portion of the race with the E. L. Luckenbach. When relieved Mr. Winslow delayed at the first turn in order to give both yachts a lead down the second leg, and then proceeded to run the second course, allowing for 2" of easterly deviation, as called for by his tables. Both yachts had already received the compass course for this second leg by signal; the weather was clear, with no sea, and the wind broad upon the quarter; and, excepting Mr. Winslow's tug, there was nothing on the course (which was only ten miles in length) ahead of the leading yacht, which was Valkyrie, except a small tug well off to the northward and westward. Mr. Winslow recorded the time of set-ting the second float and of Valkyrie's turning; and, as his report shows, the float was anchored and the ball displayed when Valkyric was over two miles distant. Mr. Winslow says: 'I believe the courses and distances, as laid out by the tug Edgar Luckenbach, to have been correct.' His report is appended.

CROWDING.

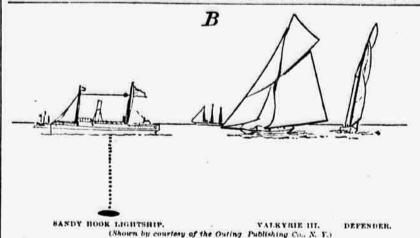
" As the courses were outside of 'the threemile simit' (marine league), there was no authority over them; but a flotilia of twenty steam yachts belonging to the club, under command of Rear Commodore J. C. Hergen, acted as patrol. On Sept. 7 the wind at Sandy Hook Lightship was northeast at the time fixed for Lightship was northeast at the time fixed for making the preparatory signal, and, therefore, according to agreement, the start was shifted down the coast. The accompanying vessels were mixed up by this shift, and in consequence they took up a position which somewhat cramped the starting line and compelled both the for a short period after the start, to work through a portion of the fiset, it is our opinion that, with this ex-

ception, there was no more interference through the match than there was in 1803-if there were as much. And any statement to the committe, from either yacht, to the effect that because she was the rear vessel, or because she was the leading vessel, she was more crowded than the other, would be answered by the statement that on Sept. 7 (with the exception of the first quarter of the course) Valkyrie was the rear vessel, and that over the entire course on Sept. 10 she was the leading vessel. Indeed, in the carlier portion of a race, owing to the greater interest and sympathy which she excites, the home yacht is apt to be more hindered than a stranger. But here, as elsewhere, in the later period of the race, owing to its wish to see the finish, the conduct of the excursion fleet is impartial.

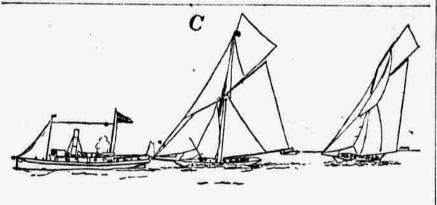
room to spare. In addition, she was to wind-ward, and, according to her statement, 'neither vessel had sheets in.' And for these reasons she was also in violation of section 4, rule 16, which reads; 'When both yachts are free, or both have the wind aft, and have the wind on the same side, the yacht to windward shall keep clear.'

was the leading vessel, she was more crowded than the other, would be answered by the statement that on Sept. 7 (with the exception of the first quarter of the course) Valkyrie was the rear vessel, and that over the entire course on Sept. 10 she was the leading vessel. Indeed, in the carlier portion of a race, owing to the greater interest and sympathy which she excites, the home yacht is spit to be more hindered than a stranger. But here, as elsewhere, in the later period of the race, owing to its wish to see the finish, the conduct of the excursion fleet is impartial.

"Sept. 10. On this day the triangular course was sailed: and as the wing was south the first leg was laid in that direction. The starting line some 250 yards in length) was at right angles to the course, Sandy Hook Lightship being at the easterly end and the committee boat at the other; and as the committee boat as teamer (the City of Yorktown) was lying, heading south by west. (The Captain of the Yorktown states that she bore west-northwest from the committee boat that when be represented bont over one-third of a mile; and that with the



18. is from a photograph entitled "Immediately After the Foul," taken by J. byron, New York. The starting line between the committee boat and the lightship has been said on in white. The condition of Defender's topmast shows that the foul has taken place, and, as the signal ball has not been lowered, the starting signal has not been made.



(Photographed by West & Son for THE SUN Copyright, 1885. From THE SUN of Sept 12.)

C. is from a photograph entitled "Five Seconds After the Fonl," taken by A. J. West of Southsea. Eng The starting signal has just been made, for the smoke from the starting gun is shown, and, as will be seen by a comparison with B, the ball has commenced to drop. When C was taken talkyrie was thirteen seconds from

exception of shifting her position to counteract her drift she kept her berth unchanged until after the foul."

"Shortly before the start, while both yachts were reaching to the northward and westward, Defender gybed, and passing to the northward of Yorktown, came out from close under her stern, heading to the southward and eastward. Valkyrle followed Defender's gybe, and passing ahead of the steamer, came out from close under her bow, heading in the same direction as Defender. Defender luffed, as if seeking Valkyrle's weather quarter. Valkyrle also infled, and then both headed for the line on the starboard tack, Valkyrle being up to windward, with Defender a short distance off on her port quarter. Valkyrie, with her sheets lifted, steered, according to her evidence, 'so as to cross the line well clear of the bommittee boat,' while Defender, keeping hard away,' shaped a course some three points or so more easterly than Valkyrie's.

"On these respective courses they neared the

some three points or so more easterly than Valkyrie's.

"On these respective courses they neared the
line; and when Valkyrie was a good 500 feet to
the northward and westward of the committee
boat she kept off and bore down upon Defender.
She then luffed, as if to straighten her course,
and in doing so swung her main boem into Defender's starboard rigging and fouled the topmast shroud. The strain split befender's topmast for fifteen feet from the cap upward. It
also carried away the end of the spreader,
which released the shroud, and the vessels
cleared. Valkyrie's luff, aided by the foul,
swung her up into the wind, and then, keeping
off, she cleared the committee boat by about
fifty feet and crossed the line thirteen secseds after the starting kun was fired. Deonds after the starting gan was fired. Defender, with her topmast all to port until she took in her jib topaal, ran down the line until she neared the lightship, and then taking the port tack she crossed 1 minute 2 seconds after Valkyrie. As soon as the foul occurred, Defender showed a protest fag, which was answered from the committee boat by the display of the answering pennant. B and C, which were taken from different points of view, show the Losition of both yachts immediately after the foul, and are given as bearing on Valkyrie's claim that she was not left sufficient room between the committee boat and Defender

EVIDENCE.

Defender's protest, Valkyrie's answer, the committee's decision on the protest, and the letters from Valkyrie's representative on Defender, and from Defender's representative on Valkyrie, are appended.

"Valkyrie - Valkyrie claimed that after keeping off for the line she steered 'so as to cross the line well clear of the committee boat, and that she kent this course unchanged; but that Defender, having at first kept 'hard away,' finally luffed into her. Valkyrie eased her helm in order to avoid the foul, but Defender heing the overtaking yacht, caught Valkyrie's hoom in her starloard rigging. The explanation was, that Defender kept converging until at last she got herself so close under Valkyrie's lec quarter that she lost the wind out of her head sails, and that this, with Valkyrie's wash, caused the luffing. In addition, Valkyrie insisted that she was not left sufficient room between the committee boat, and if she had 'sta, 'she would have been forced on the wrong side _it. Indeed, one of her witnesses averred that her luff did not alter her course by more than a point for a point and a half at most, and that, even then, when she kept away the committee boat was only six feet distant. Valkyrie states that she did not see the protest flag: and that had she seen it, she would have shown one also.

"Defender-On the other hand, Defender's witnesses stated that according to Mr. Iselin's instructions, she was heading for the lightship with sheets trimmed down, in houe of running through Valkyrie's lee, when Valkyrie bore down on her 'with wide sheets,' in order, as some of them supposed, to blanket her in crossing, or, as others thought, to save herself from crossing the line too early. Mr. Iselin ordered his helmsman to keep his course, and halfed at all, and claimed that she left Valkyrie ample room between herself and the committee boat.

"Lord Dunraven's representative

Defender had insufficient room for manusuring toward the other.)

"The New York Yacht Club's representative on Valkyrie says: 'The Valkyrie bore down somewhat on Defender, then, finding herself getting too close to her adversary, she began to luff so as to clear her. It appeared to me that in doing this she threw her main boom into Defender's rigging, and a foul occurred.' He adds: 'There was nothing, in my judgment, in the relative position of mark boat and yachts to warrant Valkyrie in bearing down on Defender.' THE COMMITTEE'S DECISION. "Section 11 of rule 16 reads: 'A yacht shall not bear away out of her course so as to hinder another in passing to leeward, and, as will be seen by the committee's report, it was on this section that the committee based their decision. "At the same time, Valkyrie, on her own showing, was steering well clear of the committee boat, and even after her luff she had

*From the Yachtsman (London, Eng.) of Aug. 9, 1898, referring to a "private match" between Britann's and Vigilant, in the Solent, Aug. 4. "under the direction of the Boyal Yacht Squadron" and umpired by the Earl of Dauraven. "The scene in Cowes-Roads at the time of the start, 10:30, was a more animated one than has been seen on any previous occasion, under the other and sand saling yachts being under thindred of strain and saling yachts being under impossible for those competing to clear, but an instead of fact, there was a very sood line, and the vessels were not hampered at any time, except on the reach nome on the last turn, when it e highantia must have received much broken water from the numerous fleet ahead of her, and each doing her level best to get home to see the finish."

to blanket her, and thereby secure her under her lee.

"Before the match the attention of both yachts was called to the obligation resting on the outside yacht to give the inside yacht room in passing a mark by the committee's answer to an hypothetical case on this point submitted by Defender.

"On nearing the starting line and also on approaching the finish line on Sept. 12. Defender asked if she should cross, and to each question the committee answered in the affirmative, because they had received no authority to alter the conditions of the match. Defender offered to resall the race of Sept. 10, but Valkyrle refused on the ground that the protest had been decided against her. After the match Defender convened the officers of the club, the Cup Committee, and the Regatta Committee, and expressed her desire to resall the last two events or to resall the whole match. But it was decided that as the match had been sailed according to the conditions agreed upon and signed by the contestants, it could not be reopened."

It will also be remembered that Lord Dunraven, after the second race, attempted to belittle the crippled. Defender's really magnificent sailing by claiming that the second leg of the course was not iaid out properly. This unsportsmanlike charge is fully disposed of in Lieut. Winslow's report, which reads as follows:

New York, Sept. 23, 1805.

Sign I have the honor to submit the following report in reference to the laying out of the courses for the recent international races for the America's Cup. In order to reduce the chances of error in laying out the courses to a minimum. I was requested by the Regatta Committee to determine, prior to the first race, the degree of correctness of the patent logs to be used and the magnetic condition of the ocean to be used and the magnetic condition. The tower New York Bay, Inside of Sandy Hook. An examination of her binnace showed the compass to be compensated for semicircular and quadrantal deviation and for heeling error. Magnets and cylinders of soft from were used to effect this compensation. The tog was many ground the entire circle of the compass. A pelorus mounted on the top of the plut house was used to observe the bearings of the channel ranges, as the tog head.

compass. This method of "swinging ship" is one well known to navigators.

The observations were carefully made my myself, assisted by Lieut Catman, U. S. N. The deviation table made from these observations was used in laying out the courses for the races. On the same day runs were made in test and compare the patent logs. The New York Yacht ('lib's log was regarded as the standard. The other log was found to differ from the standard log five hundredths of a knot in a six-knot run. logs. The New York Yacht Club's log was regarded as the standard. The other log was found to differ from the standard log five hundredths of a knot in a six knot run.

As there have been some remarks about the courses and marks for the race on the lith list. I add the following remarks in this connection.

After placing the first mark I holsted the red ball and remained until relieved by Licut. Morrell, t. S. N., start and the earlier participation of the race in the Walter Luckenbach. I delayed my tog at the first mark a sufficient time to insure her being in plain sight of the competing yachts while running for the position of the second mark thus indicating to them the course which you had already given them by signal. I then proceeded to say out the second logs the course for which was N. E. by E. The deviation of our compass on that breating was 2 easterly, and the tog was therefore steered under my close attention a little to the morthward of N. E. by E. to allow for the deviation. The time of blacing the second mark was recorded, also the times of the yachts passing this mark. The second mutures had only a second mark was recorded, also the times of the yachts passing this mark. The second mutures had of the second mark in the or minutes and 27 seconds. By the official time second as the first to the second mark in thour o minutes and 27 seconds a speed of the knote per hour; said abe therefore must have been more than two miles away when this mark was anthored. It was observed on board the tug that the Valkyrie was sleering to leward on the other from the first mark.

DEFENDER'S PROTEST. DEFENDEUS PROTEST.

DEFENDEUS PROTEST.

To the Regatta Counsities Name Fork Facht Club.

Dark Sine: It is with much regret that I hereby protest Valkyrie in the race to-day. I chaped my course for the line which course, seconding to my orders, was not altered in the slightest degree on the same board teck, with showt trimmed down, when Valkyrie

Defender.

"Racing After Protest—A yacht protests when she considers herself to have been disadvantaged; but if in spite of what she regards as a handleap upon her, ahe wishes to keep on, she is at liberty to do so. For there is nothing in our rules, nor in our yachting custom, to prevent a protesting vessel, whether protesting at the start or at any other period of the race, from

tom, to prevent a protesting vessel, whether protesting at the start or at any other period of the race, from continuing.

"Evidence—Whatever may be the committee's views, it would be arbitrary to decide a protest effhand and without taking evidence, when, according to the conditions of a match, each vessel curries a representative of the opposing side to testify on incidents demanding the committees action.

"Resalling—Before taking evidence on a protest the committee may endeavor to arrange a resalling of the protested race; but a protest once lodged and not withdrawn must be decided. Under Article IX. of the Constitution the committee may postsune a race decided. Under Article IX. of the Constitution the committee may postsune a race desirable. In the recent match the protest continued the was limited by the conditions already given, the latter power remained unattered. But this power to order the resalling of a race that has failed should not be exercised arbitrarily, but only when for the failure of the race none of the contestants are responsible, as when in a race already started all hands give up on account of fog, or when of two contestants one, through no fault, bad luck, or negligence of her own, has, in the opinion of the committee, been deprived of a fair chance of winning.

"Stopping a Race—Unless a foul between two ves-

than to stop it because a voil occurs at the start, during the race, or at the finish.

"All of which applies to matches of a serious nature, and in which there is no prior understanding that the committee shall have power to abrogate the rules at their obeauter."

After giving a detailed statement of the result of the races on Sept. 7, 10, and 12, the committee in commenting on the sails carried by both yrchts after the foul occurred in the race of Sept. 10 say:

"On the first leg (which was to windward Defender, owing to the condition of her topmast, carried no jib tonsail; but a small jib topsail was carried by Valkyrie. On the second leg Defender carried her small jib topsail, and a balloon lib topsail was carried by Valkyrie. On the third leg both was carried by Valkyrie. On the third leg both vessels carried by Valkyrie. The committee then after an account of how the Defender walked over the course on Sept. 12, say:

"On nearing the starting line and also on ap-

The tree the courses and distances, as faid out by the tig Edgar Luckenbach, to have been correct. Very respectfully.

Leutenant U. S. Navy, Member N. Y Yacht Club.

Mr. S. Nicholson Karr.
Chairman Regatta Committee.

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late low prices of wool and wages.

bore down on us with wide sheet, and, in luming, fouled our starboard main rigging with her main boom, earrying away our spreader, and springing our topmast. Respectfully yours, C. Olavga Issuis.

PLATBUSH AV., NEAR PULTON ST.

copmast. Respectfully yours, C. OLIVER ISELIN.
VALEYRIE'S ANSWER.
(Statement in writing handed to the committee by Lord Dubrayen.)
"At about two minutes to the starting gun both vessels gybed onto the starboard tack, Valeyrie being to windward and slightly ahead of Defender—the vessels being distant from each other about lifty yards. Owing to the presence of a steamer right in our track to the starting line the vessels separated a little, Valkyrie passing ahead and Defender astern of the steamer.

of a steamer right in our frack to the starting line the vessels separated a little, Valkyrie passing shead and Defender astern of the ateamer.

"After clearing the steamer, Valkyrie held her course for a little, then luffed—pointing a little to windward of the committee boat for a few moments, then kept away, so as to cross the line well clear of the committee boat. Defender after clearing the steamer held the same course as Valkyrie for a little, then luffed, and would, if she had kept that course, have passed considerably to windward of the committee boat—I judged she was going for my weather quarier. She then kept hard away, then luffed again and fouled Valkyrie to lesward directly after clearing the steamer and was overtaking and had overlapped Valkyrie to lesward directly after clearing the steamer and was nearly abeam of her when the foul occurred—Valkyrie's helm was eased in order to avoid a foul it possible. Had she infed more a foul would still have occurred and Valkyrie would have boat. Had she stayed the foul would have been much more serious, and Valkyrie would have been much more serious, and Valkyrie or lear the committee boat. As it was, we had to pull the helm hard up in order to clear the committee boat, and only just succeeded in doing so. I submit that Defender broke rules 7, 10, 14, 16 of the New York Yacht Clubrules. She was not luffing to brevent herself from being passed to windward. She was an overlaking vessel; an overlayexisted long before she luffed. She was bound to give room to another vessel approaching the committee boat, I submit that Defender steered a straight course from the steamer to the committee boat, I submit that befonder steered a straight course from the steamer to the committee boat, I submit that befonder steered a straight course from the steamer to the committee boat, I submit that befonder steered a straight course from the steamer to the committee boat on the same tack. Either vessel would, if close hauled, from the time they passed clear of the steamer, bave pa LETTER FROM LORD DUNRAVEN'S REPRESENTA-TIVE ON DEFENDER,

Mesers. The Repatta Committee.

Dicas bias: With reference to the question of yachts Valkyrie and Defender coming in contact at yesterday's race for the America cup, I am of the opinion that same was caused by the latter vessel not allowing the former sufficient room to clear the committee boat when converging toward said bant just before the start of the sace. Air. Iselia several times told Capt. Haff of Defender "to keep his course," notwithstanding the apparent risk of collision. There was, in my judgment, ample room for Defender to manusure without crowding Valkyrie. Yours very truly.

RETHER FROM NEW YORK VACHT CLIP'S IMPRES

LETTER FROM NEW YORK YACHT CLUB'S HEPRE-BENTATIVE ON VALKYRIE.

BENTATIVE ON VALKYRIE.

New York, Sent. 11, 1895.

DEAR Sin: I beg leave to report as follows:
At the start of the race yesterday between Valkyrie III. and Defender, as the two yachts were approaching the starting line on the startoard tack, the Valkyrie to windward with a little sheet started, the Defender to leeward, close hauled, the Valkyrie borrown somewhat on Defender; then, finding herself getting too close to her adversary, she began to luff so as to clear her. If appeared to me that in doing this she throw her main boom into Defender's rigging, and a foul occurred.

As soon as the beats were clear, sheets were trimmed down hard on Valkyrie and she proceeded on the rage. race.

There was nothing, in my judgment, in relative postrions of mark boat and yachts to warrant Valkyrio

sitions of mark boat and yachts to warrant Valkyrio in bearing down on Defender.

S. Nicholes S. Kark, Chairman of Regatta Com-mittee, New York Yacht Club. COMMITTEE'S DECISION. NEW YORK YACHT CLUB, Sept. 11, 1895.

To C. Oliver India, Pacar Chus, Sept. 11, 1895.

The C. Oliver India, Pacar Chus, Sept. 11, 1895.

The Rin: We beg to acknowledge receipt of your letter of yesterlay protesting Valkyrle.

We have given the matter our careful consideration and believe that the foul occurred through a misent-cualton of the distance between the two yachts at a critical moment. critical moment.

From our own observation, confirmed by that of others who our own posservation, confirmed by that of others who others may be posserved by the contravention of the contravention of

spectfully.
S. Nemoison Kane.)
Chester Ghiswold.
Inviso Ghiskit.

PLUCKY CUBAN REBELS.

Playing the Mischlef Around Havana-No

HAVANA, Jan. 14 .- The rebel force under mmand of Maximo Gomes attacked the own of Bejucal, fifteen miles south of Havana, but were repulsed by the Government troops. Before they retired the insurgents set fire to several houses on the outkirts of the town. They also set fire to the railway station, but the flames were extinguished. A passenger train was destroyed. In the fighting the troops lost two killed and ten wounded. The insurgent loss is unknown.

Owing to the disturbed condition of the ountry through which the railways pass and the danger of attack by the insurgents no trains are being despatched in any direction. The authorities here have started popular subscription for the relief of plantation whose crops have been destroyed. The sum whose crops have been destroyed. The sum of \$61,000 was raised the first day. Captain-tieneral Martinez Campos subscibed \$2,000 to the fund, and other officials also subscribed liberally. Thousands of people whose homes have been destroyed are flocking into the

In order to avoid creating alarm among the In order to avoid creating alarm among the people of Havana the newspapers have been notified by the authorities that they will not be allowed to issue extras.

MADRID, Jan. 14.—The Imparcial's despatch from Havana says that groups of insurgents were seen yesterday morning at Calabazar. A Spanish column was insellately sent by train, and found that the insurgents had been in the neighborhood and had burned the village of Beincal.

Beignanian and har burses his vinage in Beignania.

Col. Mirahas has defeated a force of 2,000 robels at Puerto Principe. Twelve insurgents were killed and sixty wounded.

Macco be still advancing upon Guane and Mantua, meeting with little resistance. Gomez is still in the neighborhood of Havana.

Confirmation of the reported successful landing in Cuba of the Laborde expedition reached New York yesterday. This is the party which was thought to have been led by Gen. Calisto Garcia, but was in reality organized in Tampa by Eduardo Laborde, and sailed from that city on board an American schooner on Jan. 1. The expedition consisted of forty men, all Cubans from Tampa and vicinity, one of whom contributed everything he had, \$600, toward the purchase of the necessary arms and ammunition. They carried with them two hundred Winchester rifles, fifty thousand rounds of ammunition, and three hundred nounds of dynamite. The Captain of an American schooler placed the services of himself and vessel at the disposal of the party. They landed at Bahla Honda, on the north coast of Pinar del Rio, where they were met by Antonio Maceo, who with a portion of ois command was in waiting near the shore, icen. Garcia has returned from his trip south, and is at present residing with his wife and family in New York. pedition consisted of forty men, all Cubans from

Sergeant Molohan Elegted First Lieutenan in Company I. Sixty-ninth Regiment.

The vacancy in Company I, Sixty-ninth Regiment, for First Lieutenant, over which there has been a hot canvass for several weeks, was filled last night by the election of First Sergent Patrics J. Molohan, who received thirty-four votes against tweaty-one cast for Second Lieut. John Pentony. Cel. Smith presided.

CONGRESS PENSION TALK. CARPETS ARGUMENTS IN BOTH THE SENATE

AND THE HOUSE. Private Bill Stirs Up the Upper Rouse, and the Debate on the Regular Appropriation Occupies the Representatives,

WASHINGTON, Jan. 14. Nobody knows how long the debate in the Senate on the free coinage substitute of the Finance Committee to the House bond bill will last. It is a dull and lifeless season of speech-making which nobody listens to and which causes the seats in the galvill take millions: so it is proposed to raise \$28,000,000 by tax on wool, etc. Let some one else pay this by leries to be as empty as those of the Senators on the floor. That it will continue for some time securing your share of what is left of our stock at the seems certain, and many Senators have taken advantage of this to slip away from Washington. Some of these will not return until it is time to take a vote. Senators Allison and Aldrich, the leading working Republicans of the Finance Committee, are both away, and so is Sepator Teller, the foremost of the silver advocates on the Republican side

The debate to-day was preceded by a lively spurt on the subject of indiscriminate pension giving by special legislation, in which Senator Allen, the Nebraska Populist, distinguished himself by declaring in favor of giving the widows of general officers no larger pension than is given to the widows of privates. This announcement drew the fire of a half dozen Re-publican Senators who are always very loyal on the subject of pensions, and Senator Allen endeavored to stand up against them all.

One of the soldier orators was the new Sen ator, Mr. Thurston of Nebraska, whose big olemn resounding voice was lifted in behalf of soldiers everywhere and pensions of all kinds His speech was so patriotic that he was almost overcome by it himself, and some of his col leagues were compelled to retire to the closk room in order to conceal their emotion.

Nothing so fervid has been heard in the Senate for many a day, and it is said by the old officials that it was never exceeded in pathos and eloquence and word painting except by that other effort of Mr. Thurston a few years ago, in which he nominated Russell A. Alger of Michigan for the Presidency, and pictured him lying alone in his tent gazing at the stars on the eve of a great battle.

Mr. Thurston was so affected during his speech that the tears could be seen in his eyes, and when he concluded a Senator long in service was about to move to adjourn out of respect to the memory of the deceased, apparently mistaking Mr. Thurston's appeal as the announce ment of the death of a member of the House, but was recalled to the situation in time by an active colleague.

The solemnity of the Nebraska Senator was followed by the solemnity of the Populist, Mr. Butler of North Carolina, who delivered a speech of interminable length in support of his propo-sition making it unlawful for the Government to sell bonds at any time or for any purpose, Me. Butler has become as loquacious as Senator Stewart of Nevada, He has been a Senator about six weeks, and has made about six speeches. For the purpose of being more than wholly impressive to-day he moved around to a desk in the centre of the chamber on the main aisle and piaced his mass of manuscript upon it, tossed his long, uncombed black hair back from his narrow forehead, gave a jerk to his frock coat. raised the index finger of his right hand, and in a sepulchral tone began to warn the Senate and the public of the dangers that lie in wait for the people and for free government if the power of the gold men is not destroyed and the money of the people not recognized by the free coinage of silver.

the people not recognized by the free coinage of silver.

After the North Carolina Populist had been talking for ten minutes there were not ten Senators on the Democratic side of the chamber and merely a handful on the Republican side. His Populist friends, Senators Stewart and Peffer, stroked their beards and nonded their wise heads in approval whenever the young fanatic reached a period, and there was much confusion in the galleries caused by the rapid departure of their occupants. Mr. Butler's speech contained columns and columns of statistics of all kinds, which he mercifully refrained from reading to the Senate, but all of which will be included in his speech when printed in the Compositional Record, A ginner at the Senate chamber this afternoon during Mr. Butler's speech would have afforded a valuable object lesson to one increases. have afforded a valuable object lesson to one interested in the present political condition of the United States Senate. There stood the erratic Populist waving his hands and shouting platitudes about the miseries of the people and the power of the gold bugs, while all around him were vacant chairs and before him the two equally fanatical Populists smiling approval at him as they wagged their heads and stroked their long beards, looking much like the ancient pictures of wise men in the days when the wisdom of men was measured by the length of their whiskers. To-morrow Senator Peffer will follow Senator Butler on the same line.

By the United Press. Washington, Jan. 14. Two bills were passed trace of him. Summons for Vice-President in the Senate to-day, a railroad bill and a Dick and Director Matthewson of New York m the Senate to-day, a ratiroad bill and a private pension bill. The first grants to the Chicago, Burlington and Quincy Railroad Com-position of the Sawand Com-Fox and lowa Indian reservation in Kansas and For and lower industresservation in Knoses and Nebraska, made necessary by the encroach-ments of the Missouri River on the original track; and the second gives a pension of \$75 a month to the widow of Brig.-Gen. Cogswell of

track; and the second cives a pension of \$75 a month to the widow of Brig.-Gen. Cogswell of Massachusetts.

The House proceeded at once, in Committee of the Whole, Mr. Hopkins (Rep., Ill.) in the chair, to consider further the general pension appropriation bith. Mr. Northway (Rep., O.) was the first speaker, answering the criticisms made by Mr. Hartlett (Dem., N. Y.).

Mr. Gibson (Rep., Tenn.) read a letter from Commissioner Lachran to a widow in his district, informing her that she must produce the affidavits of two disinterested and credible witnesses, able to speak from personal knewledge based upon continuous acquaintance with the deceased soldier back to 1839, when he was 20 years old, and with the widow herself back to 1832, when she was 10 years old, that neither had been married to any other person, and had not been divorced from the time they were married until the soldier's death.

Mr. Hemenway (Rep., Ind.), referring to the ruling of the Pension Bureau in relation to the establishing of marriage between the chaimant and the deceased soldier, said that testimony which the bureau rejected as insufficient to warrant the issue of a pension had convicted a man of bigamy, as he knew in his own experience as prosecuting attorney.

Mr. Walker (Hep., Va.), who commanded the famous "Stonewall" brigade, said he rose as a representative of the South, and as tonfederate soldier who followed the fortunes of his comrades from Manassas to Appendate, to say that there was none of them, with possibly very few exceptions, who did not sanction and approve the payment of pensions to Federal soldiers which would keep them from suffering or distress. Lapplanes.]

the payment of pensions to Federal soldiers which would keep them from suffering or distress. [Amplause.]

Mr. Poole (Rep., N. Y.) said that he was not inclined to find fault with the construction put upon the law of 1800 by the Fension Bureau, because the statute fiself was defective, and the construction of the bureau was a fair one as the law stood. The law should be amended, and for that reason he approved the proposition proposed by the committee.

Mr. Cummings (hem., N. Y.) made the closing speech, and it was the sensation of the day. Coming immediately after a Republican's defence of the Fension Bureau, it attracted about him the members, who crowded the pit in front of the desk. Mr. Cummings occupied live minutes in a most vigorous attack upon the policy of the Pension Bureau, which he declared caused Union soldiers and their widows to shiver with apprehension that they would be stabbed in the back by a bureau where they should receive only encomiums and support.

He repudiated the speech of Mr. Bartiett in the name of the Democracy of New York, the Tammany Hall Democracy, which he asserted, had always been loyal to the Union and the friend of the soldier of the Union and the friend of the soldier of the Union and the propriation bill and it was placed on the calendar.

Good Wine Needs No Bush.

The high efficiency of New York's telephone system does not require procha-mation. But a word may be said as to the facilities comprised in the expression " telephone service. In New York city there are

13,500 Telephone Stations. Any two of them are connected in a few

seconds. There are in Brooklan, Jersey City, Newark, Elizabeth, Paterson, Yonkers, and other neighboring places

13,500 Telephone Stations,

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Silver Link Sleeve Buttons { For 30 Coupons; 2 Coupons and 30 cts. You will find one coupon inside each 2 ounce bag, and two coupons inside each 4 ounce bag of

BLACKWELL'S GENUINE DURHAM TOBACCO.

BEND COUPONS WITH NAME AND ADDRESS TO BLACKWELL'S DURHAM TOBACCO CO., DURHAM, N. C.

Buy a bag of this Celebrated Smoking Tobacco, and read the coupon, which gives a list of other premiums and how to get them. 2 CENT STAMPS ACCEPTED.

TO BUY ST. THOMAS.

ecretary Olney Approves of Senator Ludge's Resolution.

WASHINGTON, Jan. 14. Secretary Olney has and two or three conferences this week with different members of the Foreign Relations committees, and has given his approval to the Lodge resolution now before the Senate com-mittee, which directs it to report on the advisability of making an offer to Denmark for the three islands in the West Indies which she has offered to the United States. These three islands are all well located for naval purposes. and until recently St. Thomas has been the most important coating station for naval well protected and has ample water for the heaviest draught vessels, and should it be deemed advisable to erect defences they could be effected with comparatively little expenditure. The President so far has not been questioned on the subject of the resolution, but t is believed that he will fully approve the course which Mr. Olney will recommend to be adopted. This will be for the negotiation of a treaty for the transfer of the islands for a sum to be fixed by the two Governments, and when this has been accomplished Congress can be requested to appropriate the accessary money. Denmark, it is understood, has advanced her price over that held in 1844 through increase in the value of the property on the islands and their development. She would probably part with the three, it is said, for \$4,000,000, and for St. Thomas alone for about half this amount. The islands, it is believed, would be all that the country would require in the pursuance of a policy of securing some naval stations beyond the boundaries of the United States, and that St. Thomas would be the one purchased of the three. treaty for the transfer of the islands for a sum

St. Thomas would be the one purchased of the three.

Members of the House committee are said to be decidedly in favor of the purchase, and a majority of the Senate committee is known to endorse the Lodge resolution. The only question that might seriously endanger a resolution directing the President to negotiate a treaty would be the condition of the Treasury, which would be the condition of the Treasury, which could scarcely stand so heavy an appropriation. This, it is contended, could be obviated by an agreement with Denmarki whereby the amount stipulated could be paid in two or three payments, covering two or three years in time.

Senator Lodge will push his resolution to final consideration in the committee and expects to have it favorably acted on before the close of the month. He believes that unless these islands are now purchased by the United States they may be snapped up by some other power, and that a great opportunity will have been lost to secure a foothold in the West Indies/where American war ships can receive their own supplies and repairs/without having to depend on foreign coal piles and workshops in case of emergencies.

COULDN'T FIND HAVEMEYER.

Chapman Prosecution Closes Without the Sugar Man's Testimony. WASHINGTON, Jan. 14.-When the trial of the New York broker, Elverton R. Chapman, was resumed this morning, the District Attor-ney asked for a recess until afternoon, stating that although a subpeens had been issued for Theodore Havemeyer of New York, the reputed President of the American Sugar Re fining Company, the United States Marshal in that district had been unable to find any and for James P. Robinson and Manager Fraser of the Franklin Sugar Company, Philadelphia, had also been unsuccessful, although Mr. Fraser had been heard from last night, and might get here this afternoon, when the session could be resumed. If the court session could be resumed. If the court would not wait for Mr. Fraser, the Government would have to close its case without further evidence as to the control of the sugar trade by the American Refining Company.

Secretary Searies, who had been put on the stand for this purpose, had been sustained in his refusal to testify quite unexpectedly to the tiovernment, which had, however, taken prompt steps to supply the lack by calling for the other officers who had not been found. Mr. Wilson, for the defence, declared that the failure of Mr. Havemeyer to acpear was from no disposition on his part to evade questioning. Mr. Dittenhoefer declared that the prosecution asked too much indulgance. They ought to have known better than to depend on Mr. Saries to prove their allegations, and should have had Messrs, Havemeyer, Dick, and Matthewson subpoenced earlier. Many large affairs called them in various directions to watch their business interests, and they could not be expected to sit awaiting summons.

Judge Cole decided to take a recess until the afternoon, as desired by the prosecution. He said that the District Altorney had some reason to be surprised at his decision excusing Mr. Searles, for it was a very close question, and he was not sure that the Court of Arpeals would not have sustained him had he required Mr. Searles to answer.

Mr. Fraser and the other witnesses falled to appear this afternoon, and the prosecution was compelled to close its case.

WASHINGTON, Jan. 14.-These army orders

Leave granted Second Lieut, George C. Barnhardt, Sixth Cavairy, is extended seven days.

The following transfers in the Twenty lifth Infantry ate made: First Lieut, Joseph H. O'Nelli, from Com-pany D to Company A; First Lieut, Alired S. Frost, from Company A to Company D.

Lenve granted i lest Lieut, William A. Nichols, Twen-

Leave granted 11rst Lieut, William A. Nichols, Twenty, third Infantry, is extended seven days.
The following transfers in the Fifteenth Infantry are made: First Lieut, Will T. May, from Company K to Company F: Second Lieut, Henry J. Hunt, from Company I to Company C.

Tirst Lieut, Robert F. Ames, Eighth Infantry, is relieved from turther duty with the National Guard of Wyoming and Will join bis company.

Thist Lieut, James M. Keingdy, assistant surgeon, is relieved from duty at Comp Merritt, Montana, and will report to the commanding officer, Fort Missonia, Leave granted Capt, J. and t. Leefe, Nineteenth Infantry, is extended three months.

Leave granted to pt. James D. German is extended one month. Leave granted upt. James b. Gennan is extended one month.

The extension of leave of absence granted Capt. Mott Headen Twenty second Lifetotry, lefurther extended three months.

The following others of the Corps of Engineers will report to be. Henry M. Hobert, Capts of Engineers, Freschout of the Exambung head. Army worlding, Six York etc. Henry M. Hobert, Capts of Figure and Promotion Lapt. Remains from the first lifeting from the Capts of Free Capts of Figure 1, 1997 and 19

The Indiana Sails for Hampton Roads.

Washington, Jan. 14. The battle ship Indi-Hampton Roads, Va., where Admiral Hunce's squadron of evolution is still waiting for orders. The Indiana will not be attached to the squadron for some time, if at all. She has not had rea for some time, it as all, she has not had her first general inspection of guns, machinery, and other details, and it will be necessary, before she can be placed in active service, that she shall have a sea run of forty eight hours to determine whether any repairs or alterations for which the contractors are responsible must be made, part of the contract price having been retained by the Government to cover the cost of any such work.

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De consessessessessessesses . LIVE WASHINGTON TOPICS.

> Events of Interest in and About the Nas tional Capitol.

> WASHINGTON, Jan. 14.—The friends of Thomas J. Murrey of New York feel that he has been badly treated. He has been for four years the proprietor of the House restaurant. and has given eminent satisfaction to everybody. This patronage is controlled by the Committee on Public Buildings and Grounds. the Chairman of which is Representative Seth Milliken of Maine. He has always professed to be a friend of Mr. Murrey, and on March 5, 1895, he wrote him voluntarily a letter containing this statement: "Friend Murrey, if you want this place uncaning the House restaurant). I am for you," Several times since, according to Mr. Murrey, Mr. Milliken

has repeated his assurance of support.

To-day the committee met, and all the Republicans, including Chairman Milliken, voted to place the restaurant in charge of Morgan D. Lewis. The Democratic members voted solfally for Mr. Murrey. Murrey says to-night that this is Mr. Milliken's last term in Con-gress: that he will stump the State of Maine against him, and that "Joe Manley will be his successor."

Conspicuous visitors in the Senate wing of the Capitol to day, at the hour of meeting, were Sir Henry Irving, Miss Ellen Terry, and several English ladies and gentlemen. They occupied seats in the Vice-President's portion of the gallery, Miss Stevenson being one of the party.

The Senate Committee on Naval Affairs

this morning decided to hold the hearings on the Chandler resolution, to investigate certain matters in connection with armor plate and other alleged frauds in the navy, behind closed doors. The results reached will be made pub-Secretary and Mrs. Carlisle gave the second of the series of Cabinet dinners to the President and Mrs. Cleveland to-night. There were

and Mrs. Celeveland Congat. There were present Vice-President Stevenson, Secretary and Mrs. Olney, Secretary and Mrs. Lamont, Attorney-General and Mrs. Harmon, Post-master-General and Mrs. Wilson, Secretary and Miss Herbert, Secretary Smith, Secretary and Miss Morton, Sir Julian and Lady Paunce-fote, and Mrs. Stanley Matthews. The House, Committee on Territories organized to-day and decided to begin at once the consideration of the bill looking to the admission of Arizona, New Mexico, and Oklahoma. The bills will be considered in the order amed, the first being taken up to-morrow.

Chairman Hepburn of the Inter-State and Foreign Commerce Committee to-day appointed the various sub-committees of the committee. That on the Nicaragua Canal is composed of Messrs, Sherman, New York; Dooley, Washington; Joy, Missouri; Noonan, Texas; Stewart, New Jersey; Bartlett, New York; and Price of Louisiana.

COAST DEFENCE ESTIMATES.

Gen. Flagler Wants \$18,589,000 in His Department A 16-Inch Gun WASHINGTON, Jan. 14.-At the meeting of the

Senate Committee on Coast Defences to-day mitted estimates as to the amount required in addition to the appropriation made for the present fiscal year for the running of the Watervliet gun factory; also as to the authority required to make contracts for material during the present fiscal year. His estimate for the next fiscal year, made July last, for his department was \$5,327,578. His present estimate for prosecuting the work for the next fiscal year in all capacity of existing facilities of all kinds, and providing for working the shops sixteen hours

providing for working the shops sixteen hours per day, is \$18,589,877. This includes the amount named in his July estimate.

Gen. Flagler gave the Committee information as to the progress of development of the various inventions and improvements relating to artillery and coast defences made during the past twenty-five years; he stated that the advance in improvements of this character since 1870 has been as great as had taken place in the fifty-five years previous to that time for between 1815 and 1870). To meet present requirements all the guns and mortars must be of new and modern character. He stated that very little had yet been done in this direction owing to lack of sufficient aryropriations. That the plans of his burkur are fully prepared for gun carriages and other appliances as well as for guns and mortars, even to the extent of being able to supply a suitable disappearing carriage for the 12-inch guns in place of the expensive lift now employed. He strongly impressed on the committee the necessive of providing for the manufacture of 16-inch strongly impressed on the committee the neces-sity of providing for the manufacture of 10-inch guns, which is now fully apparent, although up to the present time no appropriation has been made for the production of one of the proposed 10-inch guns.

Nominations Confirmed.

WASHINGTON, Jan. 14.-The Senate in executive session to-day confirmed these nominations; Edward A. Howers of Connecticut, to be Assistant Compitation of the Treasury.

Joseph H. Herod of Indians, to be Secretary and Stephen Homeni of Maryland, to be second, Secretary of the Legation to Japan.

Collectors of Customs C. B. Crandall, at Stonington, Connected of Customs C. B. Crandall, at Stonington, Connected of Michael Revenue—Fittenuch Lee, Sixth District of Virginia; William D. Rutan, Fifth District of New Jersey. District of Verginia: William D. Rutan, Fifth District of Verwer 1980, 1980 Stockner, Major W. H. Huer, and Major T. H. Handray, Corns Ingine 1980, 50 be manuar of the Miscouri River Commission.

Major T. H. Handray, to be a member of the Misaissippi River Commission.

Summer's Suspension Remitted.

WASHINGTON, Jan. 14. Secretary Herbert has remitted the unexpired portion of the sentence imposed on Capt, George W. Sumner, U. tence imposed on Capt, George W. Sumner, U.S. N., convicted by court martial at the Brooklyn Navy Vard of carelessness in connection with the ducking of the cruiser Columbia, which be commarded, at Southampton, England. Capt. Sumner was suspended from rank and duty for six months from Sept. 12, and would have had two months yet of suspension. He has been placed on waiting orders.

WIII Still Work in Armenia's Behalf.

As a result of the report that the Turkish Government had decided to refuse admission to Turkish territory to the American Red Cross Society, Chairman Spencer Trask of the National Armenian Reiter Committee issued a statement yesterday hedaring that this decision would not for a moment in fluence the committee in its efforts to raise funds to aid the suffering Armenians. He sent telegrams to this effect to consist as in all parts of the country organized to

A woman about 70 years old was stricken with apoplexy yesterday afternoon at Stuyyesant aver us and Polassi street, Brooklyn. She was taken to the Women's Memorial Hospital, where, up till late last night unsuccessful efforts were made to restore her to conscious-ness. She were a black skirt, blue bonnet, and mittens, and it is thought she is German.

IT IS A FACT that from the line of the second secon